

Have You Cast Your  
Vote for Your  
Conductor?

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THE TIMES FOUNDED 1884.  
THE DISPATCH FOUNDED 1862.

WHOLE NUMBER, 19,612.

WEATHER TO-DAY—FAIR.

PRICE TWO CENTS.

# Number of Lives Lost in Sinking of Steamer Monroe Now Placed at 41

## ATTACK RECORD OF JOHNSTON IN LETTER TO BOARD

Carrington and Bryan  
Ask That He Be Left  
Off Hospital Staff.

## HORSLEY JOINS IN SECOND PROTEST

Fear Expressed That Merger of  
Medical Schools Would Put In-  
stitution Under Control of  
Richmond Surgeon—Craw-  
ley Case Is Basis of  
Complaint.

The Administrative Board received yesterday by registered mail a protest against the reappointment of Dr. George Ben Johnston as a member of the visiting staff of the Virginia Hospital, which is to be taken over by the city and conducted under the direction of the board. The protest is signed by Dr. Charles V. Carrington and Dr. Robert C. Bryan.

Copies of the letter to the board were inclosed in a communication addressed yesterday to President Edwin A. Alderman, of the University of Virginia, and nine members of the board of visitors of that institution, signed by Dr. J. Shelton Horsley and Dr. Carrington. Referring to the plans for the consolidation of the medical department of the university and the Medical College of Virginia, Dr. Horsley and Dr. Carrington assert that Dr. Johnston "will in every way endeavor to dominate and control any such school with which he may be connected, regardless of the means by which he accomplishes his ends."

Chairman Whitely of the Administrative Board, said yesterday that the protest would be laid before the Administrative Board on Monday. He declined to say what action, if any, would be taken.

**Letter to University Board.**  
The letter sent to Armistead C. Gordon, rector of the University of Virginia, to President Alderman and members of the board of visitors is as follows:

Hon. A. C. Gordon, Rector of the Board of Visitors of the University of Virginia, Staunton, Va.

Sir, It is a matter of common report that very shortly steps will be taken in the Legislature whereby a consolidation of the medical department of the University of Virginia and the Medical College of Virginia at Richmond will be effected.

One of the chief factors in this much-talked-of consolidation is Dr. George Ben Johnston, of Richmond, Va. Dr. Johnston is a most astute politician, and we know that he will in every way endeavor to dominate and control any school with which he may be connected, regardless of the means by which he accomplishes his ends.

His motto is "rule or ruin," and woe to the man, or men who dare have independent thought, unless they are fortunate enough to be beyond the reach of his machinations.

Both of us are graduates of the medical department of the University of Virginia, and we have always had the welfare of our alma mater deeply at heart. We love and cherish the old place, and it would be a desecration and sacrilege to see the spirit which has always dominated the University of Virginia controlled by a man whose chief object would be to further his own political and professional interests.

We are inclosing you a copy of a letter addressed to the Administrative Board of the City of Richmond, which is self-explanatory, and shows what manner of man Dr. Johnston is when duty and not political preferment is involved.

Yours very truly,  
CHARLES V. CARRINGTON,  
J. SHELTON HORSLEY.

**Protest to Administrative Board.**  
The following protest was sent to the Administrative Board:

Richmond, Va., January 28, 1914.

To the Honorable Administrative Board of the City of Richmond, Gentlemen:

The recent ordinance empowering your honorable body to acquire the Virginia Hospital for use as a City Hospital having been passed and the necessary contract in connection therewith having been executed, it developed upon the board to consider the matter of rules and regulations for the proper conduct of the institution, and for the guidance and control of the staff. Because of this fact, and the further fact that you will soon be called upon to select a staff of physicians and surgeons for this institution, we respectfully beg to call your attention to the following:

The existing ordinance under which the staff at the City Hospital is elected and the rules governing the staff requires, among other things, that each member of the staff when elected be sworn in for the faithful performance of his duty. The rules further require that each member of the staff when on duty shall visit the institution and the patients therein once daily.

On January 11, 1913, Jesse Crawley was admitted as a patient, with a compound depressed fracture of the skull. The records show that this man remained in the hospital for seven days before an operation was performed. The records also show that the operation revealed an abscess of the brain, occurring as a result of the injury, and was performed by an assistant not on the hospital staff. The man died a few hours later. Dr. George Ben Johnston was visiting surgeon on duty for the months of January, February and March, 1913.

The records show that from January 11 to January 18 he visited the institution three times, and it is to be presumed that he did not even examine this case, as his experience would certainly have impressed him with the necessity for early operation. What examination and attention the

## DECLINES TO WAIT FOR PROHIBITION UNTIL MAY, 1917

Cannon Gives League's  
Position on Enabling  
Act Amendments.

## OPPOSES PLAN TO VOTE IN JULY

Legislative Committee Willing to  
Accept Form of Ballot Calling  
for Vote on State-Wide Pro-  
hibition and Local Op-  
tion—Wants Election  
in September.

With minor qualifications the Anti-Saloon League of Virginia is willing to accept all the amendments to the enabling act proposed by the Senate Committee on Privileges and Elections, save those designating the time for holding the election, and fixing the date for State-wide prohibition to go into effect. The league is determined that prohibition shall become effective not later than July 1, 1916, whereas the Senate committee amendment would put the law into effect on May 1, 1917.

The position of the Anti-Saloon League is given fully in a statement issued yesterday under the signature of James Cannon, Jr., superintendent of the league, and chairman of the organization's legislative committee. It rejects the amendment calling for an election on the fourth Thursday in June and insists as essential to proper compliance with the terms of the act upon an election to be held on the fourth Tuesday in September.

**Objects to Qualification.**  
The amendment relating to the qualification of voters is accepted by the league with the stipulation that instead of limiting participation in the election to those who are regularly "qualified" at the time of the approval of the act, it shall be changed to admit all persons who were duly "registered" voters on January 1, 1914.

In conjunction with an election deferred until late in September, the change in the voting qualification suggested by the league would give unqualified, but registered voters time to qualify for the election by the payment of their poll tax. The committee amendment makes it possible any additions to the present qualified list.

No serious objection is made by the league to the amendment which proposes to substitute the ballot marked "against" State-wide prohibition with one marked, "for local option." It declares its willingness, also, to omit from the bill all restrictions on the manufacture and sale of cider and domestic wines.

**Dr. Cannon's Statement.**  
Dr. Cannon's statement follows:

In view of the great public interest in the subject of prohibition, and in view of the position of the Anti-Saloon League toward the amendments to the enabling act, which have been offered by the Senate Committee on Privileges and Elections, the following statement is given to the press for publication:

(1) The legislative committee of the Anti-Saloon League in its report to the convention on January 22 declared: "The committee declines to make any emphatic terms that it will gladly and heartily unite in any effort to take such action as will prevent the padding of the registration books with this class of voters, and we should be entirely willing to restrict the electorate qualified to participate in any State-wide prohibition election to be held within the next two years to those whose names are on the registration books at the date of the passage of the bill," and this recommendation was adopted unanimously by the convention.

**Admit "Registered" Voters.**  
The committee on Privileges and Elections has proposed to amend the bill to read as follows: "Provided, however, that only such persons as are duly qualified voters at the time of the approval of this act, and such persons as shall become of lawful age after the said date, and shall thereafter register by reason of so becoming of lawful age prior to the date herein fixed for holding said election, shall be eligible to vote at said election."

Following out the instructions of the convention, the legislative committee of the league has agreed to accept this amendment, provided the word "qualified" is changed to "registered," and the time is made to read January 1, 1914. Instead of at the time of the approval of this act, so that the first clause of the amendment would read: "Provided, however, that only such persons as are duly registered voters on January 1, 1914, shall be eligible to vote at the said election."

This amendment, if altered to conform to the resolution of the league, will absolutely prevent the padding of the registration books, and yet will not prevent any persons who are now on the registration books from qualifying to vote in a State-wide prohibition election.

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## Do Things!

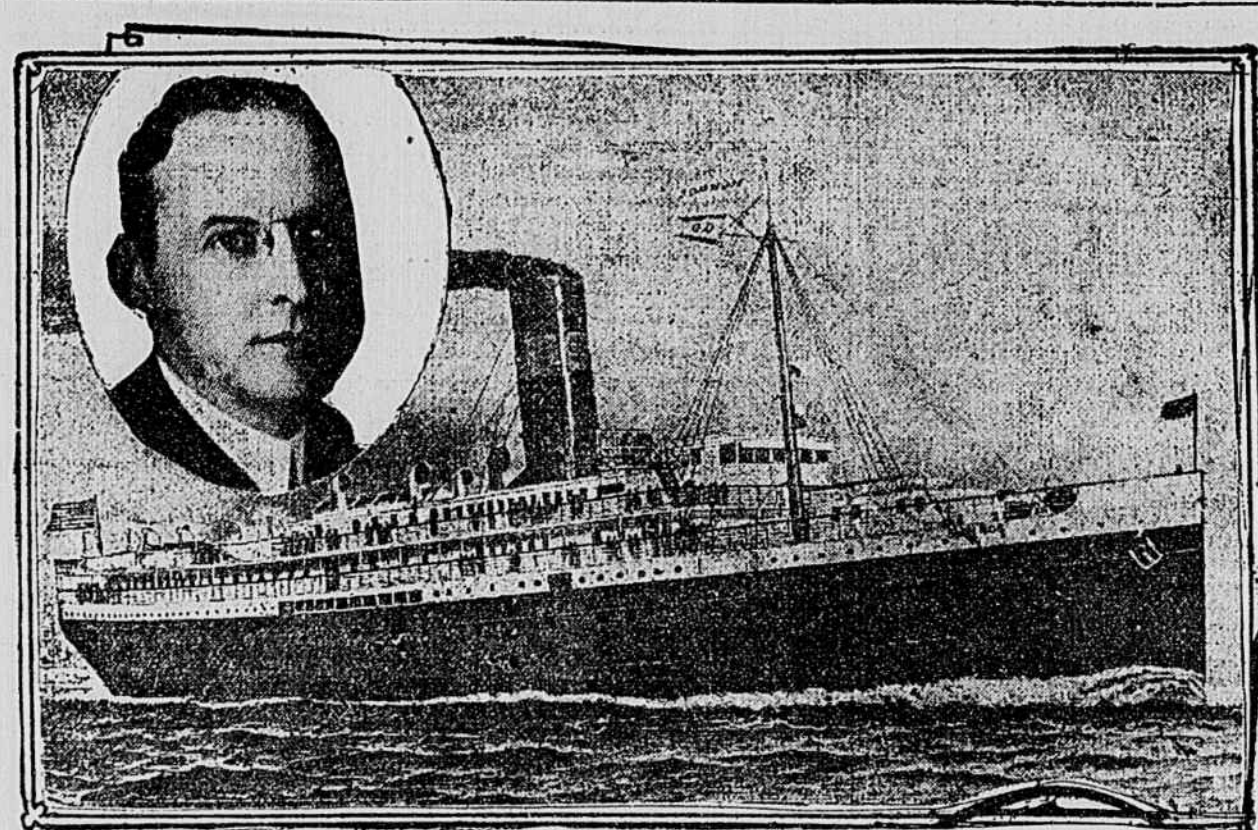
There's a story in the Bible about the man who buried his talent away in a napkin.

That man, if he were alive to-day, wouldn't advertise. He would probably say, "What's the use?"

Don't bury your energy and ambition.

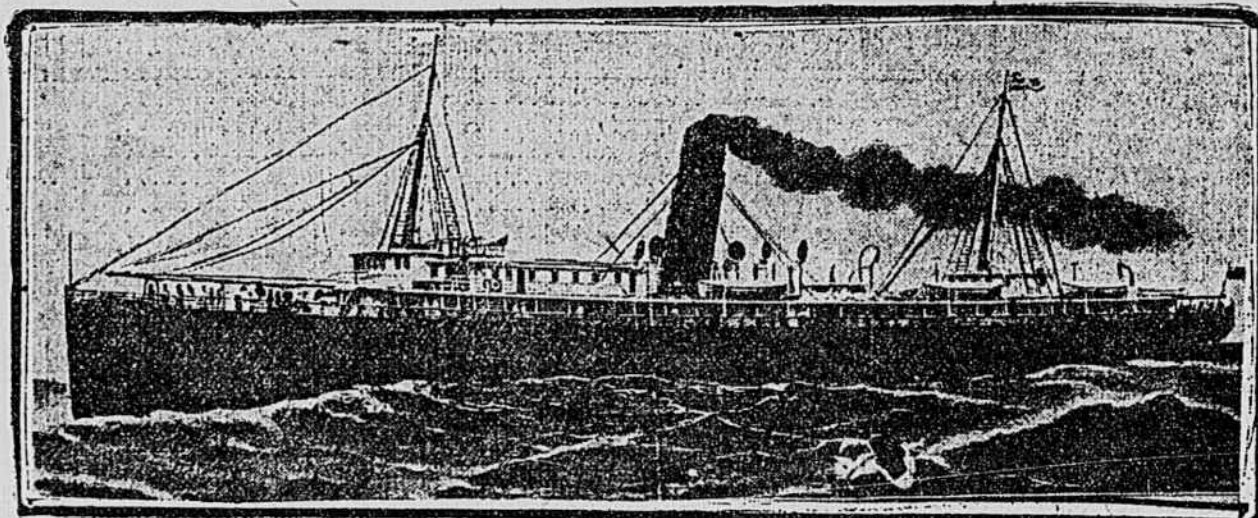
Tell the world what you can do, for the world needs those who can do things. Try a Want Ad. in The Times-Dispatch.

Call Monroe!



E. P. LYONS, of Richmond, one of the survivors.

THE MONROE.



THE NANTUCKET.

## BOARD OF PARDONS CREATED BY HOUSE

Brewer Bill Passed by Vote of 54  
to 38, and Goes Now to  
Senate.

## GET ECHOES OF ALLEN CASE

Joint Measure Introduced to Pay  
Lawyers \$17,500 for Prosec-  
cuting Murderers.

Echoes of the Hillsville Court murder came to the front in the House of Delegates yesterday, when a bill was passed providing for a State Board of Pardons, which shall be advisory to the Governor. The patron, Mr. Brewer, made it clear that the measure has the approval of Governor Mann, and was not offered in any spirit of criticism of the firm stand taken by him when many petitions for clemency were presented. In both houses yesterday bills were introduced making special appropriations for compensation of the attorneys employed by the State to prosecute the members of the Allen clan.

**What Bill Provides.**  
The Brewer bill creating a pardoning board was sharply debated in the House for some time, and won by a vote of 54 to 38. It provides for the establishment of a State Board of Pardons, to be appointed by the Governor, to consist of three members, the first board members to be appointed for two, four and six years, and for six years each thereafter, thus giving to each Governor for the first half of his term an advisory board, a majority of the members of which he did not appoint. The Governor is to be ex-officio chairman of the board, and the secretary of the State Board of Charities and Corrections is to act as the secretary without compensation. Members of the board may be removed by the Governor for good cause. It is to be the duty of the board, upon call of the Governor, to investigate such applications as the Governor may deem necessary for the commutation or pardon of persons convicted of felonies, and to lay the facts before the Governor, with recommendations as to the action to be taken.

**Merely Advisory Powers.**  
The bill says: "The board is vested with no executive powers, but its duties shall be strictly advisory. Nor shall I be construed as a binding on the Governor, or in any way affect or restrict the power conferred on him by the Constitution to commute or pardon."

The board is to meet only on the call of the Governor, and the members are to receive \$5 per day while in session, with hotel and traveling expenses.

Hugh A. White opened the debate on the final passage of the bill by characterizing the proposed board as an irresponsible body of men with no authority. Mr. Love supported the measure, though admitting that in the Allen case the Governor had had the advice of 50,000 petitioners for commutation, and had not accepted the advice.

"No action on the part of the Governor," said Mr. Brewer, "was responsible for this bill, and I do not think

(Continued On Second Page.)

## List of Monroe's Missing

**PASSENGERS.**  
Mrs. W. L. Bolton, Newark, N. J., First Lieutenant Legrand B. Curtis, Second Coast Artillery, Water-villet Arsenal, New York, died after rescue.  
J. Edward, U. S. Navy.  
Mrs. D. Gibson, New York.  
O. Wagner, U. S. Marine Corps.  
J. Haskell, Cortlandt, N. Y.  
W. H. Ingram, Sumter, S. C.  
J. White, Macaria Theatrical Company.  
Mrs. Thomas R. Harrington, of Bridgeport, Conn., died on steamer Monroe.  
Mr. Lewis, Macaria Theatrical Company.  
J. Okamoto, Japanese.  
Mrs. C. W. Poole and child, of Gray, Sussex county, Va.  
J. F. Ray, New York.

**STEERAGE PASSENGERS.**  
J. Gilbert.  
M. Bolen, New York.  
C. Roper, New York.  
L. Wilson, New York.

**CREW.**  
Boatswain N. Nelson.  
Quartermaster Gullies.  
Bow Lookout A. Seydin.  
Deck Watchman T. Juvich.  
Saloon Watchman L. Ward.  
First Wireless Operator Ferdinand J. Thakian.  
Third Assistant Engineer Braxton Haskins.  
White Stewardess, Mrs. Gourney.  
Colored Stewardess, Patsy Wallace.  
Second Cook, L. White.  
Third Cook, Joe Randolph.  
Head Waiter, P. Davis.  
Waiters, J. Delik, J. Martin, A. Praddy, D. Proverbs, W. A. Gardner.  
An unknown Italian.  
Among the unaccounted for of the crew are also several deck hands and coal passers, who have not yet been checked up by the company.

**List of Those Rescued**  
Following is a revised list of the passengers saved from the steamer Monroe:

Brown, A. G., New York.  
Budwig, Harry, New York.  
Clausen, Wm., Milwaukee, Wis.  
Davis, Fred, C., Brooklyn, N. Y.  
Davis, C. H., New York.  
Flanagan, Ralph, Brooklyn, N. Y.  
Gorman, Edward, Philadelphia.  
Hamminger, Adolph, New York.  
Harrington, T. R., Bridgeport, Conn.  
Haviland, Miss Hilda, Macaria Theatrical Company.  
Lyons, E. P., Richmond.  
McNair, A. F., Buffalo, N. Y.  
Montgomery, J. M., Macaria Theatrical Company.  
Munn, Joseph R., Macaria Theatrical Company.  
Nyman, C., New York.  
O'Connell, James, Washington, D. C.  
Poole, C. W., Gray, Va.  
Rawlings, Charles, Lawrenceville, Va.  
Rawlings, Mrs. Charles, Lawrenceville, Va.  
Ray, Mrs. J. F., New York.  
Snyder, Wm., New York.  
Thakian, Miss Hilda, Macaria Theatrical Company.  
Tillett, A. H., Macaria Theatrical Company.  
Vernon, B. B., Macaria Theatrical Company.  
Von Winkle, R. S., Nottley, N. J.  
Woods, Mrs. T. J., Norfolk, Va.  
Williamson, Geo. E., New York.  
Williamson, John, New York.  
Williamson, George, New York.  
Wilkinson, Howard, Norfolk, Va.

**STEERAGE.**  
John Falkon.  
Smith, C.  
Scott, Louis V., New York.  
McCo, Ada.

## SHORT TIME GIVEN FOR SAVING LIVES

E. P. Lyons Tells of Scenes of  
Terror Following Crash  
of Vessels.

## HIS ESCAPE VERY NARROW

Nearly Washed Into Sea When  
Hurled Across Deck of  
Sinking Monroe.

[Special to The Times-Dispatch.]  
Norfolk, Va., January 30.—Just how short was the time given the members of the crew and passengers on the steamer Monroe to save themselves is shown in the story told by E. P. Lyons, of Richmond, for five years manager of the Colonial and Lyric Theatres in that city. Mr. Lyons intended to leave here on Thursday morning for New York via rail, but missed his train and took the Monroe.

"I was unable to sleep because of the incessant blowing of the fog horns on the steamer," said Mr. Lyons. "I was reading in my cabin, sitting on the edge of my berth. For hours the fog horn had been roaring its single blast warning over the water. I first noticed something unusual when the horn sounded two blasts in succession. A flash in reply. Then, I felt the Monroe slacken its speed, as if the propellers had been stopped."

**Hears Horrible Crash.**  
"For a second or two the steamer seemed to drift along, and then I felt the steamer reel and quiver from stern to stern, and there was a horrible crash amidships. I threw open my cabin door and rushed up on deck in my pajamas. The lights were still burning and I saw a few members of the crew hurrying about the deck. I rushed to where two of them were trying to lower a lifeboat and asked if there was any danger. They replied that they thought the steamer was sinking."

"I did not see another passenger on deck. As I turned to go back to my cabin I noticed the steamer was badly listed to port, about 45 degrees. I should say I rushed back below decks and got in my cabin. I seized a raincoat and slipped into a pair of trousers.

"I put what few valuables I could gather in my pocket and hurried back on deck. Men and women, clad only in their night clothes, some of them holding outer garments in their hands, the women half hysterical, their hair flying down their backs, were pouring out of their cabins into the hallway and onto the deck.

"When I regained the deck again the steamer had keeled further over, and it was all I could do to make my way up the sloping deck. All at once the ship gave a lurch, like an animal staggering from a deathblow. My feet shot out from under me and I slid all the way across the deck. But for colliding with an iron upright which my hands managed to grasp, I would have shot overboard into the water. As I regained my feet I saw two members of the crew launching the one lifeboat that got away from the Monroe. I was the only passenger on that part of the deck. Captain Johnson, commander of the Monroe, was standing near-by, vainly calling as loud as he

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## WITHOUT WARNING DEATH SWEEPS UP OUT OF DARKNESS

Stricken Vessel, Gored by Prow of Nantucket,  
Turns Turtle and Disappears in Ocean's  
Depths So Quickly That All Life-  
boats Cannot Be Launched.

## STORIES OF HEROISM ARE TOLD BY SURVIVORS OF THE DISASTER

Of Ill-Starred Ship's Passengers and Crew, Ninety-Nine  
Are Picked Up and Brought to Shore at Norfolk.  
Among Those Reported Lost, Eight Come Up as if  
From Dead When Nantucket Makes Port, One of  
Them E. P. Lyons, of Richmond—Old Dominion  
Steamer Is Picking Her Way Slowly Through Dense  
Fog Bank When the Merchants' and Miners' Vessel  
Rams and Sends Her to Bottom.

Norfolk, Va., January 30.—The story of how forty-one souls went down to death in the chill waters of the Atlantic when the liner Nantucket rammed and sank the steamer Monroe early today was brought to port to-night by ninety-nine survivors of the sunken ship's passengers rescued and brought to shore by the Nantucket. It was a story of awful and sudden death, sweeping out of the dark and fog and taking unaware the doomed half-hundred with the heaviness of sleep still upon them. It told how the stricken Monroe, with her side gored deep by the knifelike steel prow of the Nantucket, filled rapidly, rolled over on her side, and in a few minutes turned completely over and plunged to the bottom, carrying with her the ill-fated passengers and members of the crew, who failed to get clear of the wreck.

To-night the revised lists prepared by Captain Johnson, who survived the sunken vessel, showed:

Lost: passengers, 19; crew, 22; total, 41.  
Saved: passengers, 39; crew, 60; total, 99.

Under the thick bank of fog that hid the heavily running sea both ships were making their way slowly and with difficulty in the early morning. The Monroe, with Captain Johnson on the bridge and a double lookout peering into the fog ahead, was edging under half speed to the northward, having left Norfolk for New York last evening with a nerve-racking fog-bound voyage in prospect. The Nantucket, heavily laden with freight, and with two passengers aboard, was nosing her way southward, bound from Boston to Norfolk. Urged through the dripping fog, the two vessels slowly were drawn toward each other.

**FATAL CRASH COMES WITHOUT WARNING.**  
The crash came about 1:40 o'clock without warning. Out of the gray-black fog that shut out even the waves from view, the gleam of the Nantucket's searchlight scarcely touched the dripping side of the Monroe before the high steel prow of the southward bound vessel cut into her side with a ripping and crashing of plates that threw the stricken ship back. The Nantucket, with her bow crushed in, backed out of sight into the fog as Captain Johnson, seeing that his vessel was fatally stricken, shouted an order for the lifeboats.

When the crash came those aboard the Monroe were in bed and asleep. Only Captain Johnson and the watch on deck were up and about. But the shivering of the stricken vessel, as the water poured through the gash in her side, awakened the passengers and sent them clambering toward the deck. Warned by the officers, they hurriedly adjusted life-preservers and made for the tilted deck. But the time was all too brief. Those rescued agreed that from the time the Monroe was struck, until she settled beneath the waves, not much more than a short ten minutes elapsed.

**CLOTHING AND VALUABLES FORGOTTEN IN FLIGHT.**  
Baggage, clothing, valuables, all were forgotten in the flight. Pajamas, night gowns and bath robes and blankets were the common apparel of those who reached the deck. And most of them wore that garb when they left the limping Nantucket at her dock late here to-day.

As the half-clad, excited throng of passengers reached the deck they were herded toward the lifeboats by officers and crew. Three of the lifeboats were gotten away from the side freighted with frightened humanity, mostly women. By the time these were away the Monroe was rolling over on her side, and it was impossible to launch the other boats.

With a sudden lurch, the liner rolled over on her side. With a chorus of shrieks, the unfortunates leaped on the superstructure, through windows and companionways, until they rested, just out of reach of the waves, on the upper side of the half-capsized vessel. Even this slippery security was not long available. With a rumbling sound, the ship plunged beneath the waves, leaving her human freight afloat in the icy ocean.

Meantime the Nantucket, herself badly damaged, had stood by, and Captain Berry had aroused his sleeping crew. As the rays of the searchlight failed to pierce the blanket of fog, Captain Berry ordered out his lifeboats, and one by one they slipped away into the fog to search for the Monroe. They found only the struggling survivors afloat in the icy water, crying frantically for help.

**MANY UNABLE TO HELP THEMSELVES.**  
Many of those picked up were utterly exhausted and unable to help themselves. Thomas R. Harrington kept his wife afloat by swimming with her hair in his teeth, only to have her die a few minutes after she was hauled aboard the Nantucket. Lieutenant L. B. Curtis, United States Army, was rescued, but died after reaching the Nantucket.

Captain Johnson, of the Monroe, and all of his officers got away from the sinking vessel, and were rescued. All of the officers and the crew of both the Monroe and the Nantucket were held here to-night to await an investigation of the catastrophe, which will be begun immediately by the Federal steamboat inspection service.

**COME UP AS IF FROM DEAD.**  
It was as if they had come from the dead when eight of the Monroe's passengers, whom wireless reports had put in the list of the lost, walked or were borne from the steamer Nantucket when the latter landed the rescued at Norfolk this afternoon. These were George M. Marlow, of New York; Mrs. John M. Ray, of New York; E. P. Lyons, of New York, but lately of Richmond; B. B. Vernon, of New York; W. C. Clausen, of Milwaukee; Ed Gorman, of Philadelphia; W. Albert Snyder, of East Orange, N. J.; and C. W. Poole, of Gray, Va.

Mrs. Ray's husband was lost, and she was to-night in Norfolk without friends or means. The Old Dominion Steamship Company, through its assistant general manager, E. E. Palen, did everything possible, however, for the comfort of all survivors, and Mrs. Ray is being cared for at a local hotel until she can communicate with her friends and determine when she will proceed to New York. The case of Mrs. Ray, a beautiful girl of not over twenty years, is one of the very sad ones of the disaster. She was rescued in her night robe, and said:

"My husband and all were lost. I know not what to do."

Mrs. Thomas R. Harrington, of Bridgeport, Conn., and Lieutenant Le-

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